

Message Text

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ACTION AF-10

INFO OCT-01 ISO-00 PM-05 CIAE-00 INR-07 NSAE-00 DODE-00

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FM AMEMBSSY LIBREVILLE

TO SECSTATE WASHDC 9709

UNCLAS LIBREVILLE 1851

E.O. 11652: NA

TAGS: MILI, MASS, GB

SUBJECT: PATROL BOAT

FOR: SWIFTSHIPS INC

MORGAN CITY LOUISIANA

TELEX NO 586453

FOR JERRY HOFFPAUIR OR CALVIN LEULEU

1. SWIFTSHIP NGUENE WENT ON SEA TRIALS FOR FIRST TIME OUT OF DRY DOCK ON TUESDAY, 12 JULY. I WAS ABOARD AT REQUEST OF COMMANDANT FERET IN ORDER TO GIVE YOU FULL REPORT.

2. NGUENE FIRST STEAMED FOR ONE HOUR AT 1,000 RPM ON ALL THREE ENGINES WITHOUT PROBLEM. NEXT, 1600 RPM WAS TRIED FOR 3 HOURS. AFTER FIRST HALF HOUR PORTSIDE ENGINE EXHAUST MANIFOLD GLOWED RED AND ASBESTOS COVER STARTED SMOKING. WITHIN AN HOUR ALL ENGINE MANIFOLDS WERE GLOWING RED. GLOW DEEPEND THROUGHOUT NEXT TWO HOURS AND FINALLY RPM WAS REDUCED AS IT WAS FEARED MANIFOLDS WOULD NOT STAND FURTHER HEAT.

3. ALL THE ABOVE OCCURED DESPITE FACT THAT NGUENE'S VENTILATION STACKS AFT OF UPPER BRIDGE HAD BEEN ENLARGED FOR GREATER COOLING AND WORKED FAIRLY EFFECTIVELY. TWO EXTRACTOR VENTS WERE ALSO PLACED IN HOLES CUT IN UNCLASSIFIED

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AFTER DECK, BUT THEY FAILED TO WORK AT ALL. I NOTED THAT FRESH WATER CLOSED COOLING SYSTEM REMAINED STEADY THROUGHTOUT TRIALS AT 170 DEGREES F FOR ALL 3 ENGINES.

4. COMMANDANT FERET BELIEVES WITH ADEQUATE VENTIALATION AND EXTRACTION, EXHAUST MANIFOLDS CAN BE KEPT

FROM GLOWING RED. BUT PRIOR TO MAKING FURTHER EXPENSIVE MODIFICATIONS TO BOAT, HE REQUESTS SWIFTSHIP'S REPRESENTATIVE COME TO PORT-GENTIL TO PROVIDE ADVICE AND TECHICAL ASSISTANCE. HE ALSO REQUESTS THAT TRIP BE MADE AT SWIFTSHIP'S EXPENSE.

5. RECALLING PREVIOUS DISCUSSIONS CONCERNING NGUENE, I SUGGEST ED ANALYSIS BE MADE OF DIESEL FUEL TO ENSURE NO CONTAMINANTS WERE CAUSING EXCESSIVELY HOT COMBUSTION. FERET AGREED, AND I'LL CABLE RESULTS WHEN KNOWN.

6. PROBLEM OF OVERHEATING MANIFOLDS WAS ALSO DISCUSSED WITH GM REPS WHO VISITED PRIOR TO SEA TRIALS. THEY AGREED TO STUDY PROBLEM BUT HAD NO SUGGESTION OTHER THAN TO ABANDON RADICAL IDEA EXPRESSED BY ENGINEER TO ENCLOSE MANIFOLDS IN JACKETS AND COOL BY PUMPING SEA WATER.

7. SECOND QUESTION WAS CONCERNING PORT PROPELLOR, NAVY WULD LIKE IT TO TURN LEFT IN OPPOSITE DIRECTION TO OTHER PROPS BY REVERSING TWINDISC INVERSER, AND WOULD LIKE TO KNOW IF THIS MODIFICATION IS FEASIBLE. FOR EXAMPLE, IS THE REDUCTION THE SAME IN REVERSE AS FORWARD? PLEASE ADVISE.

8. THIRD QUESTION CONCERNED LUBRICATION OF
PEDUCTION
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SYSTEM WHEN AN ENGINE IS SHUT DOWN. AS THER IS NO WAY TO HALT PROP FROM SPINNING, ENGINEER IS CONTEMPLATING ADDING 3 PUMPS AND 3 CIRCUITS TO REDUCTION SYSTEM WHICH WILL CIRCULATE OIL INDEPENDENTLY WHEN AN ENGINE IS SHUT DOWN, ADN WILL BE ISOLATED FROM OIL FLOW WHEN ENGINE IS WORKING. YOUR IDEAS ON THIS WOULD BE APPRECIATED. THEY KNOW REDUCTION SYSTEM NEEDS ONLY TO BE LUBRICATED FOR FIVE MINUTES EVERY EIGHT HOURS, BUT WISH TO MODIFY ANYWAY.

9. FINALLY, ALL ELECTRONIC EQUIPMENT ABOARD NGUENE SUCH AS RADAR, SHIP-TO-SHOR, GYROSCOPE, VHF RADIO,ADF, KNOT INDICATOR, DEPTH SOUNDER AND TACHOMETER HAVE FAILED. COMMANDANT FERET REQUEESTS THAT YOUR PRIVDE PRICE QUOTATION FOR SENDING ELECTRONIC TECHNICIAN TO PORT GENTIL WITH TOOLS AND AMPLE SUPPLY OF PARTS TO REPAIR ALL EQUIPMENT. ONCE FIGURE IS AVAILABLE HE WILL ADVISE WHETHER TO COME AHEAD OR NOT. HE REALIZES TECHNICIAN MAY NOT BE ABLE TO CARRY FULL INVENTORY, BUT HOPES SUBSEQUENT TELEX OR TELEPHONE CALL WOULD HASTEN PARTS NOT CARRIED ALONG WITHIN REASONABLE TIME.

10. LETTER FOLLOW GIVING FURTHER DETAILS. HOWEVER,
PLEASE DO NOT DELAY RESPONSE TO ABOVE UNTIL LETTER
ARRIVES AS FERET IS MOST ANXIOUS TO RETURN NGUENE
TO PATROL STATUS ASAP AND HE HOPES YOU WILL ASSIST.

1. KCBRENNAN
AMEMBASSY LIBREVILLE
TELEX 5250GO

STEIGMAN

NOTE BY OC/T: LIBREVILLE 1851 PASSED BOVE ADDRESSEE.

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